difficulties may be overcome by joint action on the part of merchants, shipowners, and bankers in any matters affecting their interests. This lesson has been further instructive in proving that International Law, which hitherto has been only a scientific mode of pointing out conflicting laws of different countries, may become, by the mere consensus of those concerned, a law international in its truest meaning, that is, an international convention, regulating the dealing of international commerce. The necessity of creating uniform rules, and upon them basing uniform International Laws, will gradually develope the growth of a uniform international practice amongst all classes; and once that the conviction of this necessity becomes universal, the day will not be far distant when common laws and a common practice will regulate the commerce of the civilised world.

AN ILLUMINATED BUOY.

ROM time to time many projects have been suggested for illuminating the numerous buoys placed to mark shoals and channels around our coasts, but we imagine none have yet been found to combine the elements of

certainty, efficiency, and practicability.

A promising plan, however, has lately been brought forward. Pintsch's Patent Lighting Company, who make gas in an economical manner from various kinds of fatty refuse, and by an ingenious mechanical contrivance compress it into very small spaces, have recently submitted to the Trinity House a model buoy of their construction, containing an internal chamber charged with their compressed gas. Connected with this chamber is a small vertical pipe, communicating with a burner enclosed in a small and strongly made lantern at the apex of the buoy, and about eight feet above the line of the buoy's flotation. On lighting the gas it burns, both by day and night, and the lamp is so constructed that neither wind nor rain, nor waves dashing over it, can affect the regular maintenance of the light. The gas is admitted

to the pipe supplying the burner by an automatic arrangement, the working of which depends chiefly upon the pressure of the surrounding atmosphere. The model buoy submitted to the Trinity House was placed in an exposed position near the Mouse Lightvessel, at the entrance of the Thames, where it remained for four weeks, burning day and night without intermission, and without any other supply of gas than that provided at the beginning of the trial. It appears to be only a question of size in regard to the gasholder, whether the light shall keep going for one, two, three, four, five, six, or even twelve months, with only one filling.

Our readers will not fail to see how valuable such a buoy would be for night navigation. The making out of buoys at night is one of the most trying duties of masters, officers, and seamen, and lighted buoys would materially diminish the anxiety and uncertainty attending the performance of such duties. We are informed that some larger buoys are now being constructed by the Trinity House, capable of holding gas for six months' consumption, and in the interests of navigation, we trust that after further trials it may not be long before the authorities find themselves justified in recommending that these buoys be generally made use of.

We hope to be able to keep our readers informed of the progress of the experiment.

DUBLIN BALLAST—"ANGLO-SAXON" INQUIRY.

HE last Wreck Abstract published by the Board of Trade furnishes some instructive figures relating to the losses of vessels in ballast. It appears that 200 British vessels in ballast, not including fishing

vessels, were reported during one year as having been totally lost from causes other than collision, and 697 vessels in ballast as having met with casualties resulting in damage more or less serious. Of the 200 vessels in ballast which were totally lost 13 were missing, 26 foundered, and 7 were lost from causes not enumerated. Strandings accounted for the remainder of the total